

AMENDMENTS TO SPECIFICATION

Page 17, line 30 to Page 18, line 29 of the Substitute Specification submitted on March 28, 2003:

Fig. 2 shows a second preferred embodiment of the present invention having an application system with a centrifugal clutch as the drive control. A centrifugal clutch FC101 is connected in series to another centrifugal clutch FC102 between the steering shaft S103 and the drive load side steering shaft ~~S104~~S104 of the engine ICE101. The double acting centrifugal clutches FC101 and FC102 may be integrated into a 3-layer structure containing an inner layer, an intermediate layer and an outer layer. The inner layer and the inner side of the intermediate layer form the centrifugal clutch FC101, the inner layer being connected to the load side steering shaft S104 and provided with a drive power-locking unit to act outwardly when the centrifugal force reaches a preset value. The outer side of the intermediate layer and the inner side of the outer layer form the centrifugal clutch FC102. The intermediate layer is coupled to the steering shaft S103 driven by the engine having its inner side provided with a circumferential coupling surface for power-locking and its outer side provided with a drive power-locking unit acting outwardly when the centrifugal force reaches its preset value performs the functions as an output clutch with the power-locking circumferential coupling surface on the inner side of the outer layer. The outer layer is also incorporated with the load side steering shaft S104 so to provide linkage with the load when the engine runs at low rpm or is temporarily cut off. The steering shaft S103 is either directly driven by the engine or driven by the engine through a fixed variable speed ratio transmission, variable steering transmission mechanism, or planetary transmission mechanism T104, and is coupled to the driven side of the centrifugal clutch FC101 and the load side steering shaft S104 is coupled to the drive side of the centrifugal clutch FC101 so as to close the centrifugal clutch FC101 and further cause the steering shaft S103 to be driven by the engine ICE101 when the load side steering shaft S104 reaches its preset rpm. Alternatively, a fixed speed or variable speed ratio transmission, variable steering transmission mechanism, or planetary transmission mechanism T102 may be provided on the load side steering shaft S104 to engage in mutual transmission with the primary dynamo-electric unit.